MAX Red Line Extension and Reliability Improvements Project

Project Briefing to Washington County Coordinating Committee

February 11, 2019
Project Goals

1. **Extend Red Line** west of Beaverton Transit Center
   - Provide more service to Hillsboro and Beaverton
   - Fulfill community desires for direct connection to Airport

2. Allow extension to operate **reliably**
   - Fix two major sources of delay on the Red Line
   - Improve reliability for the entire system
Project Elements

- Red Line extended 10 stations
- Trackwork and operator break facility
- Double-track at Gateway
- Double-track at PDX
- 8 new light rail vehicles and storage track at Ruby Junction
Why these elements together?

• Extension to FairPlex identified in the Westside Service Enhancement Plan

• Gateway and PDX single-track sections contribute to reliability challenges for Red Line

• Building the double-track sections at the same time as the improvements needed for the extension will allow the Red Line extension to operate reliably
FairPlex—Proposed Improvements

Conceptual Illustration – Not Drawn to Scale

Track, switch work, and signalization to allow use of existing pocket track

New operator break facility
Gateway – Existing Single Track Section

2800 ft / 0.5 mi

Single Track  
Double Track
Gateway: Proposed Double Track

Conceptual Illustration – Not Drawn to Scale

Existing single-track alignment used for outbound (to PDX) movement only

Structure is placed underneath Halsey overpass with track created for inbound (to Beaverton) movement

New station platform for Red Line inbound

Existing alignment ——— New alignment
Gateway Transit Center
PDX - Existing Single Track Section

Main Terminal

Concourse A

NE Airport Way

Single Track  

Double Track

3800 ft/0.7 mi
Ruby Junction

• Provides capacity for 8 cars
  – 6 needed in service
  – 2 spares
Community Engagement Process

• Partner agency engagement began summer 2017
• Public outreach process began fall 2017 and continued through 2018
• Washington County and City of Hillsboro engaged on the Project Advisory Group
• Project was adopted into 2018 RTP
Project Funding and Timeline

• Total project cost currently estimated at $~200M

• TriMet anticipating a request of $100M from FTA Small Starts

• Local funding expected to come from TriMet General Fund over a series of years
Current Project Timeline

• Enter Project Development for Small Starts in spring 2019
• Submit application for a rating in 2019
• 30% design by summer 2019
• NEPA complete by summer 2019
• Begin construction 2021/2022
• Opening in 2023/24